

HAMILTON FISH MUST GO

TO LOSE FEDERAL JOB BECAUSE HE'S NAMED FOR CONGRESS.

Reports from Washington that Sanders and Merritt are likely to suffer for their political activity against Porter in Congress fight.

WASHINGTON, Oct. 3.—It is all but officially known here that Hamilton Fish, Assistant Treasurer of the United States at New York, will have to go the way of William E. Glasscock of West Virginia and Lincoln Avery and Charles Bailey in Michigan and for similar reasons.

The Michigan men were removed by the President for pernicious political activity and the West Virginian because he was running for Governor. Glasscock and Avery were collectors of internal revenue and Bailey was a special Treasury agent.

After the announcement that Hamilton Fish had been nominated for Congress in the Twenty-first New York district a high official of the Administration let it be known without equivocation that Mr. Fish's nomination for Congress would let him out at once as Assistant United States Treasurer. The President, it was said, did not intend to make an exception in any case.

It was proven yesterday by the dismissal of prominent officeholders in Michigan that Mr. Roosevelt will not in certain cases tolerate violation of the civil service rules, and it was learned to-day that two officers in the State of New York may be dismissed. The latest threat that the official may fall, and fall soon, applies to Archie D. Sanders, collector of internal revenue at Rochester, and John A. Merritt, collector of customs at Niagara Falls. Twice within the last two years Collector Sanders has all but lost his official head by order of President Roosevelt, and on one occasion, only a few weeks ago, Collector Merritt, as well as Mr. Sanders, was warned of the danger of a similar fate.

The President was told late in the summer that Messrs. Sanders and Wadsworth were actively engaged to members of the Wadsworth faction to defeat Porter for the nomination to succeed himself in Congress, and what followed in the way of warning from Oyster Bay is familiar history. Neither Federal officer was removed, although the warning had barely stopped short of an order of dismissal forthwith.

Nothing more was heard of the matter until to-day, when it leaked out that the President some days ago caused Revenue Agent Reuben B. Sams to be sent to New York to investigate the political activities of Federal officeholders in the Thirty-fourth Congress district. Mr. Sams has returned to Washington and is now writing out his report, which will be submitted to Secretary of the Treasury Cortelyou and then to the President. What the contents of this report will be is not known, but there is a rumor to-day, seemingly well founded, that the report will be unfavorable both to Mr. Sanders and Mr. Merritt.

There is no doubt that President Roosevelt lent a willing ear to the Congressman on the occasion of his recent visit here. He has not been satisfied that Messrs. Sanders and Merritt obeyed his peremptory orders from Oyster Bay that they take their hands off the fight which was going on in the Thirty-fourth district, but is strongly inclined to believe complaints which have come from the anti-Wadsworth faction in Genesee and Niagara counties that the two collectors kept right on being perniciously busy.

This belief led to the despatch of Revenue Agent Sams to western New York. Among other charges brought against Sanders and Merritt the agent was directed to investigate the allegation that the Wadsworth primaries, in the running of which the two Federal officeholders were supposed to be engaged, resulted in the polling of a vote (in some instances) in excess of the Republican strength of the precinct. There were other charges, all purporting to involve Messrs. Sanders and Merritt, and it is declared that the President will take summary action in case the charges or any substantial part of them are upheld by the report of his investigating agent.

The resignation of W. E. Glasscock as internal revenue collector in West Virginia has been received. Mr. Glasscock has taken the nomination for Governor, and despite the pleading of Senator Scott the President insisted that he retain his Federal office.

As a warning to officeholders the following letter of the President and Secretary Cortelyou in regard to the dismissal of Federal officers in Michigan yesterday, was made public to-day:

THE WHITE HOUSE, WASHINGTON, Oct. 1, 1908.

To the Secretary of the Treasury:

I have your letter of the 29th of the Civil Service Commission and accompanying documents in the case of political assessments collected from the classified employees of the Customs House at Port Huron, Mich., and I desire that my action be given as wide publicity as possible, so that all other collectors and heads of bureaus or offices may be warned of the matter.

I regard the offense as very gross. The tardiness and suffering entailed on people of small salary is set forth in touching manner in the letter of complaint. A Government employee in the classified service, who is deprived by lawful authority of power to exercise political activity, is entitled to absolute immunity for failure to pay assessments or permit political activity. It appears from the report of the commission that the present condition of affairs at Port Huron has lasted substantially ten years. I agree with the commission that under the circumstances set forth in the letter either the Collector was ignorant of what he should have known for the protection of his force and for the proper discharge of his office and of his official duties, or he was guilty of public and general offense equally ascertained and established by the commission. In either case he is manifestly unfit to discharge the duties of his office and I shall forthwith remove him. He has already been heard at length by the commission. I shall also remove Mr. Charles A. Bailey, the special Treasury agent, for the reasons set forth at length in the report of the commission.

THEODORE ROOSEVELT.

LAY IN OBLIVION 3 HOURS.

Followers of the Meadow Brook Hunt. Accidentally Discovered by Farmer. John Dykman, son of William N. Dykman of Brooklyn, was thrown yesterday while following the Meadow Brook hunt and received injuries that may prove fatal. The young man was thrown against a rail fence. He was made unconscious and lay for three hours before he was accidentally found by the farmer on whose land the accident occurred.

The hunt party had started from Meadow Brook and Dykman had ridden an unruly hunter against the advice of several friends as well as the groom of his stable. Near Bull's Head it was seen that Dykman had fallen. As this often happens no one noticed him any further, but all passed on and to the finish, which was near the horse show at Piping Rock Field.

The young man was thrown about a half mile from the home of William Powell. By the merest chance Powell drove a farm wagon near the field later in the day. He saw a man lying on the ground near the fence, and thinking he was a tramp Powell went over to warn him away. It was Dykman with his head badly cut and unconscious.

Powell placed the young man in his wagon and hurried to the house, where Mrs. Powell bathed his face with cold water. After some time Dykman opened his eyes and managed to speak his name and say that he was stopping at the Garden City Hotel. The farmer at once telephoned to the hotel. Dykman's father called Dr. Lanehart of Hempstead up and asked him to meet him at Powell's farm.

Dr. Lanehart drove to the farm in his auto. Finding it necessary to remove the injured man he put him in the top of the car and rushed the young man to the hospital. There it was said at a late hour last night that he was badly injured, but his condition had not become worse.

Frank Gray Griswold also came a nasty cropper just after Mr. Dykman fell, but was uninjured and managed to catch his mount and finish. Others to finish were Mr. Frederick Swift, H. V. Bell, James Parks and Louis Nelson.

Grooms hunted vainly in the woods for Mr. Dykman's horse until a late hour last night.

FELL INTO NIAGARA RAPIDS.

Texas Has Fainting Fit. Falls into the River and His Body Goes Over Precipice.

NIAGARA FALLS, N. Y., Oct. 3.—This evening at 6 o'clock Brewster Cameron of El Paso, Tex., fell into the rapids about 2,000 feet above the American falls, and was carried on down stream under Goat Island Bridge and over the brink.

In company with Frank H. Fulford of Belair, Md., and B. L. Tidball of Buffalo, Cameron had spent the afternoon on the river bank discussing business affairs. His eyes to have become dimmed, for when he attempted to rise he was seized with a fainting spell and before his friends could catch him he fell into the rapids.

Fulford dashed after him and others rushed to the river bank. At several points they tried to get hold of him, but without success and within a few minutes his body plunged over the precipice into the gorge. The prospects are that it will be recovered within a few days or the Canadian side.

MEN 100,000 YEARS AGO.

Exchange Professor Peuck Deduces This From Conditions in Alpine Cave.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, Oct. 3.—Prof. Peuck, director of the Berlin Deep Sea Institute and American Exchange professor, sailed for New York on Thursday. The professor will lecture in New York on the interesting anthropological discovery made in a wonderful cave named the Woldkerchill, at Santis, Switzerland.

Dr. Eckerhardt discovered this cave and lived on Dr. Bachler unearthed in it numerous remains of a colony of bears with a quantity of human bones of the prehistoric period. The discovery showed that mankind dwelt in the cave and lived on the bears which they killed in hunting.

Prof. Peuck in the course of a visit to the cave ascertained that this state of things could only have occurred during the last interglacial era. He thereby proved that human beings must have lived in the mountains before the last glacial modification of the Alps, which, according to Prof. Peuck's calculation, was about 100,000 years ago.

CARPENTER SUSPENDED.

English A. A. A. Puts American Under Ban Permanently.

BIRMINGHAM, Oct. 3.—The general committee of the English Amateur Athletic Association held a prolonged meeting to-night to consider the reports of the judges of the 400 meters run in the Olympic games last July.

These reports concerned a foul alleged to have been committed by J. C. Carpenter, Jr., an American competitor in the race. At that time it was alleged that he bore out on Lieut. Halawell, the only British competitor of the four finalists in the race.

The A. A. A. decided after hearing all the evidence to suspend Carpenter permanently.

This decision probably means that Carpenter may never, in case he goes to England, compete in any race under the jurisdiction of the English A. A. A. It is in effect as if he were declared a professional. If there were compelling articles of alliance between the American A. A. U. and the English body, the Americans would be bound in their turn to suspend Carpenter. If the A. A. U. desires it may recognize this decision and take like action, but that is a very remote possibility.

STRIKERS BURN A TAXICAB

AFTER STOPPING IT IN BROADWAY THEY APPLY THE MATCH.

Drivers Say They Struck Because Obligated to Buy Their Own Gasoline at Company's Price—Other Reasons—Tires Aren't the Company's Business.

Somebody made a bonfire in Ninth avenue at Forty-seventh street last night. A red taxicab whose driver, one of the men charged with the strike that began among the cabs yesterday morning, had been stored in a roadway on the edge of Times Square by two men said to be striking chauffeurs.

The young driver of the red machine, Charles Nehmer of 302 West 124th street, reached Forty-fourth street and Broadway, going north, at 8:15 P. M. At that point another automobile drew up from behind and two men standing in the car began firing rocks at Schimer.

Some of the rocks hit him and bruised his face. He stuck to his wheel. The other auto got stuck in a jam presently and a traffic policeman arrested two men who were alleged to be the stone throwers.

Edward Hines of 43 West Ninety-eighth street and Bernard J. Keller of 1412 Madison avenue were the names the men gave. Policemen took them to the West Forty-seventh street station in the strike breaker's taxicab and everybody went inside the station house to attend the arraignment, leaving the machine alone, unguarded even by the police of that station.

Then a crowd of men who had been jeering the police jammed in front of the station house, got behind the taxicab and pushed it along Forty-seventh street to Ninth avenue. There one of them disconnected the carburetor and another crawled under the chassis and lighted a match. Gasoline flames flared up and in a few minutes the red car was a wreck. Everything wooden about it burned.

A SUN reporter who was sent uptown yesterday to find out why on earth the drivers of the red taxicabs had struck and why they didn't go back to jobs that the tipping public has come to believe are immensely profitable, stopped off at the Knickerbocker to find out what Jerry, the cab driver, thought about it.

"The Lord knows, son," said Jerry. "Give me the job of any one of 'em and see if I'd strike. They're the lads that's making the money. If old Jerry wasn't wot an old state you'd see him packing his books off to the chauffeurs' school and learning to wear one of them Salvation Army uniforms too. Oh, sure, us cabbies is doing well to-day—making \$2 to every one that came in yesterday. But a position the strike ends on Monday and Jerry's earnings goes back to 50 cents, which is likely enough, I hear—no, sir, I can't say that the rampagin' of the taxicab fellers makes me permanently obnoxious."

Up at the office and garage of the New York Taxicab Company in West Sixty-second street they didn't seem to know, either, why 400 drivers of the red pick-me-ups had refused to take out their cars for the day at 7:30 yesterday morning, with the result that all but three of those cars stayed in the stable until, 4 in the afternoon, a few trundled forth with strikebreaking chauffeurs, hastily engaged, and bicycle policemen following, to see that nobody's bee was cracked.

Harry Allen, president of the company, had started to explain that he also was mystified and that the chauffeurs had just jumped their jobs without presenting any kind of a demand or giving him a chance to treat with them when the crowd looting about the guarded door of the garage raced over to Broadway to learn why everybody all of a sudden was hastening down toward Columbus Circle.

A driver of one of the twenty taxicabs parked experimentally on the street at 4 o'clock had been stoned, it was reported. Four persons were arrested. They were Lawrence Hand, chauffeur; Morris Marcus, chauffeur; William Morris, laborer, and Joseph Neader, coachman.

At Washington Hall in Eighth avenue, where the striking chauffeurs of the taxicabs were frothing in meeting, the deep seated plaint of the drivers was set forth.

The New York Taxicab Company put its first car on the streets a year ago the first of October, it was explained. It had done well. Nearly 500 cars were in use, and 200 more were expected. The men were paid by percentage. Of all they took from passengers they got 20 per cent. But they had to buy their own gasoline, and buy it from the Taxicab company at 15 cents a gallon, whereas, the boss striker said, they knew of other places where 11 cents was the price.

From the company the chauffeurs must get their uniforms at the rate of 20 cents a day, the boss striker said, and it was a terrible thing that as soon as they got a suit paid for that way the company made them buy another.

"Then every night when the machines get back to garage," went on the boss striker, "they have to be cleaned and sicked out, and the company holds ten cents out of our pay every day to cover the cost of that."

"Whether we figure that out of what we make on percentage each of us is turning back to the company all the time a dollar a day. To cover that a man's got to take in \$5 before he begins making anything for himself. We claim that these requirements are outrageous and forbid a man making a living."

But, most essential of all, the spokesman of the strikers said, was the question of the union. The United States Chauffeurs and Horse Drivers Local 267 is now amalgamated with the Liberty Dawn and Chauffeurs Association as a branch of the still more formidable United Teamsters of America.

AUSTRIAN HOVER MAY MEAN WAR

Emperor Sends Telegram Letter to President of France—Is He Really Amused?

Special Cable Dispatch to The Sun. PARIS, Oct. 3.—A great sensation was caused here to-day over a visit of the Austrian Ambassador to M. Pichon, the Minister of Foreign Affairs.

After this visit the Ambassador requested an interview with President Fallieres, stating that he had an autograph letter from the Emperor Francis Joseph to deliver to the French President.

The President received the Ambassador and later on Premier Clemenceau on Tuesday not only exposes the Austrian Emperor's views on the Eastern question but puts Europe in the presence of an accomplished fact, which fact concerns both Bosnia and Herzegovina.

LONDON, Oct. 3.—The day to day history of the Balkan crisis, which started with the small beginnings described a week ago, has been somewhat dramatic and threatening, but the indications are that it will result in little or nothing. The new Turkish Government is strongly opposed to war, and as all the Powers condemn the Bulgarian attitude it is not likely that hostilities will develop.

It was at first feared that Austria would seize the opportunity to annex Bosnia, a proceeding which would seriously aggravate the situation, but she now seems disposed to hold her hand for the time being. Once Bulgaria's claims are referred to the Powers or any other tribunal the danger will be over.

THE FLEET'S HOMEWARD ROUTE

Ships Will Call in Pairs at All the Principal Mediterranean Ports.

WASHINGTON, Oct. 3.—The itinerary of the Atlantic battleship fleet, homeward bound, was announced by the Navy Department to-day. It leaves Manila, December 1, stops from December 14 to December 20 at Colombo and arrives at New York on December 21. The ships will pass through the canal as expeditiously as possible and then the fleet splits into four divisions, each division visiting a different Mediterranean port, reassembling at Gibraltar on February 2. They will proceed thence direct to the United States, where they are due to arrive February 22.

The way the ships will divide in the Mediterranean and the places they will visit on given dates are as follows: Connecticut and Vermont arrive at Villefrance January 14, leave January 27. Minnesota and Kansas arrive at Marseilles January 14, leave January 27.

Georgia, Nebraska and Kentucky arrive at Genoa January 15, leave January 27. Rhode Island and New Jersey arrive at Leghorn January 15, leave January 27. Louisiana and Virginia arrive at Malta January 15, leave January 27; arrive at Algiers January 22, leave January 30.

Ohio and Missouri arrive at Athens January 15, leave January 23. Wisconsin, Illinois and Kearsarge arrive at Naples January 17, leave January 27. After leaving the above ports: First division arrives at Negro Bay January 31, leaves February 3, arrives at Gibraltar February 5, leaves February 8. Second, third and fourth divisions arrive at Negro Bay February 1, leave February 5.

Admiral Sperry telegraphs the Secretary of the Navy that health conditions at Manila are improving, but shore leave will not be given to the men now. The Admiral is planning, however, to take part in the celebrations in Manila in honor of the fleet when he returns there for target practice from Yokohama next month.

SHORTAGE IN COAL SUPPLY.

Up to Oct. 1 It Amounted to 3,000,000 Tons—Retail Prices May Soar.

ALBANY, Oct. 3.—Second Vice-President and General Manager C. S. Sims of the Delaware and Hudson Company to-day notified the coal sales agents of that company that they should inform the trade that every indication favors a shortage in the supply of domestic sizes and anthracite coal this winter. Mr. Sims wrote the agents that the output of anthracite up to September 1 showed a shortage of 2,000,000 tons compared with the output last year, and the figures for September production just at hand showed 1,000,000 less tons produced in that month. This means a shortage in production to the present time of 3,000,000 tons.

Mr. Sims argues that the amount of coal for domestic sizes to be used this season will be fully as great as last year, which shows that though there will be hustling from this time forward there is bound to be a considerable shortage during the coming winter.

When questioned, as to the probable trend of prices in view of this condition of affairs Mr. Sims said that he did not anticipate any advance in the wholesale price of coal, but that he thought the consumers might be affected through the shortage, which was bound to be felt in certain sections of the country.

SUBMARINE RACE BEGINS.

Four Under Water Fighters Start on 300 Mile Dash to Delaware Breakwater.

NEWPORT, Oct. 3.—The race of the four submarines Cuttlefish, Octopus, Tarantula and Viper from Newport to Philadelphia, which had been delayed on account of the recent storm, was begun this afternoon.

The boats, under command of Lieut. Charles E. Courtney and conveyed by the naval tender Hlat, left Newport harbor at 1 o'clock this afternoon, and the official start was made about an hour later off Point Judith.

The boats have a run of about three hundred miles to the Delaware Breakwater, which sailed from New York in Newport on account of heavy weather they will be hurried to Philadelphia to get there in time for the exercises on Monday.

TWO FLY FOR NINE HOURS

WILBUR WRIGHT BREAKS PASSENGER CARRYING RECORD.

Stayed in the Air With Reporter 55 Minutes—Aeroplane Has More Powerful Motor and Fan—Guard of Crowds—Jesse's Brother.

SPECIAL CABLE DISPATCH TO THE SUN. LE MANU, Oct. 3.—Wilbur Wright has broken all records for an aeroplane flight with a passenger. With M. Reibel, a reporter of Figure as a companion, Mr. Wright remained in the air for fifty-five minutes and thirty-two seconds to-day and descended without any trouble.

The American aviator made three flights this evening. At first he ascended alone for eighteen minutes. Then he took up Dickens, a reporter of the Paris Herald, for three minutes. For the final test he invited Reibel of Figure to accompany him and remained in the air for nearly an hour.

The last half of the long flight was accomplished in darkness, only the noise of the motor making it possible to follow the aeroplane, since the small crescent moon hardly showed the machine even when it was near the spectators.

The speed of the machine with a passenger was officially announced as 37.5 miles an hour, making the distance travelled well over the fifty kilometers demanded by the Lazzere-Weiler contract with the Wright brothers.

Mr. Mason, the American Consul-General at Paris; the Duke and Duchess of Saragossa and Major-General Baden-Powell of the British army were among those who heartily congratulated Mr. Wright upon his achievement. The crowd cheered the aviator enthusiastically when he left the aeroplane.

Mr. Wright also made three flights this morning. The alterations made in his motor have completely transformed it and a new and wider propeller has been put in place since yesterday. The morning flights were short, being of only 4½, 9½ and 2½ minutes duration.

The official time showed a speed of 62½ kilometers as compared with 55 kilometers before the changes in the motive power. LONDON, Oct. 3.—"What is Mr. Wright trying to do," asks the Times's correspondent at Le Mans, and he seems unable to find a satisfactory answer. He goes on to say that thousands flock to Avoursville, arriving on foot, by bicycle and motor, and also by six or seven special trains which run every day. Sometimes they see a flight, sometimes they don't. Some of the correspondents go hunting while waiting for the flights.

There will be trouble some day, says the Times man, when a big waiting crowd finds that it has again wasted its time and labor. The Times correspondent admits that Mr. Wright is perfectly entitled to fly only when he feels like it and expresses admiration for his detachment from the grosser instincts of a business man and his indifference to the feelings and expectations of a public whom he does not invite to see his work, but he pleads in a placid strain that "even Wright is not afforded any more than those whom his achievements fill with admiration to ignore indefinitely the facts of the earth, on which after all he spends most of his time."

It seems from the correspondent's story that public feeling at Avoursville has been stirred in extraordinary fashion, and the place has become a "Mecca of enthusiastic crowds." It seems impossible to get Wilbur Wright to take the slightest interest in the daily disappointment of the multitudes, but the local committee, says the Times correspondent, has at last realized that this is not playing the game and will in future give notice when Mr. Wright has definitely decided not to fly.

J. J. Jusserand, French Ambassador to Washington, who arrived yesterday by the steamship La Lorraine, said that the French people were pleased with the success of the Wright brothers' flying machine and that the pleasure was unmarred by envy. It was true that Capt. Renard's dirigible balloon came first, but it was not to be compared to the aeroplane.

"We realize," M. Jusserand said, "that the wonderful feat of the aeroplane are due to Wilbur Wright, and we are sportsmen enough to give him the credit."

MAKES SUCCESSFUL FLIGHT.

New Aviator Does Some Fancy Stuffing at Toledo.

TOLEDO, Ohio, Oct. 3.—Tony Nassar, who has been experimenting with a new airship, made a great flight over the city this afternoon. In the face of a fifteen mile breeze Nassar ascended at 2 o'clock. The aviator made a complete circle of the downtown section, maneuvered back and forth at many angles and gracefully alighted in the court house park.

Nassar again ascended and circled a number of buildings and then soared to a high altitude. After a two hours flight, during which time he had perfect control, something went wrong with the engine and the ship gradually settled to the earth.

STANDARD OIL SHIP LOST.

The Valdivia With 2250,000 Cargo Sinks in South African Port.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Oct. 3.—News has reached London that the steamship Valdivia, Capt. Reid, which sailed from New York August 25 for Durban and Chelof with a cargo of oil valued at \$250,000, arrived at East London, South Africa, looking and finally sank. She is a total loss.

The Valdivia was a vessel of 3,195 tons and had a cargo of coal oil from the Standard Oil Company.

Liner Brazos Out for a Record. The new Mallory liner Brazos, which sailed yesterday on her maiden trip to Galveston, had a little brush with the Ward liner Saratoga going down the lower bay and showed that she could do a bit more than eighteen knots when she was pushed. She made the Saratoga a mere bluff. In short, the men are beaten and many of them have already returned to the company's employ.

AUTO RACE VICTIM DIES.

Robertson, Who Car Was the First to Hit Policeman, Was Struck.

Thomas J. Fickett, the special policeman who was hit by three automobiles at the race at Brighton Beach last Friday night, died last evening of his injuries at the Reception Hospital, Coney Island.

Fickett was hit first by a Simplex car driven by George Robertson, who will be arrested to-day on a technical charge of homicide.

VANDERBILT ON ROSS ST. VP.

Capt. Cornelius Vanderbilt, who has been a member of the Twelfth Regiment of the National Guard since September 30, 1901, has been detailed as an aide to Major-General Charles F. Ross, commanding the National Guard of New York.

Capt. Vanderbilt gets no increase in rank, as the State military law now permits no higher rank than that of Captain for an aide on the staff of the Major-General.

NO WAY TO BEAT ROULETTE.

French Mathematician Defines the Alternatives a Player Can Choose From.

SPECIAL CABLE DISPATCH TO THE SUN. PARIS, Oct. 3.—France's leading mathematician, Henri Poincaré, has consented to deliver an opinion on the question arising out of the contest between Lord Rosslyn and Mr. Maxim over their recent roulette duel as to whether a calculation can defeat or at least correct a chance. M. Poincaré declares that there is no infallible martingale or method of doubling one's stakes after every loss.

"All one can do," says M. Poincaré, "is to combine one's play so as to have a great chance of winning a little and a little chance of losing much, or a few chances of gaining much and many chances of losing little. One can arrange his play so as to have one chance of winning a million francs and a million chances of winning a franc, or a million chances of winning a franc and one chance of losing a million francs—and that's all."

WEATHER HALTS GOLD HUNTERS.

Britishers, Seeking Sunk Spanish Galleon Off Cuba, Put In at Kingston.

SPECIAL CABLE DISPATCH TO THE SUN. KINGSTON, Jamaica, Oct. 2.—The German cruiser Freya arrived this morning. Maurice Blake, the English barrister who organized an expedition to search for a sunken Spanish treasure galleon on the Cuban coast, returned last night. He was forced to abandon operations temporarily by stress of weather.

He will refit his schooner here in all haste in order to return and get ahead of the American schooner Mayflower, which is on its way to find the treasure, and is expected to call here to pick up a local diver who is supposed to know just where the galleon lies.

SINGER IN SMOKE LAST NIGHT

Was the Singer Tower, and Thousands Wondered—But It Wasn't Afire.

Heavy clouds of smoke pouring out of the top story of the Singer Building tower shortly before 9 o'clock last night attracted a crowd to the base of the big skyscraper. The searchlights that nightly play upon the top of the tower lighted these clouds, so that the huge shaft seemed to be enshrouded in a luminous mist. The strange effect was noticeable for miles and every Manhattan bound ferryboat landed a crowd eager to know if the building were on fire.

Investigation showed that the smoke was due to experiments that are being made by the Singer people with colored lights. These experiments have been carried on secretly, and it is supposed that it is intended to astonish the public with some startling effects from the top of the tower. Night attendants at the building refused to give any information about the matter except to explain that such experiments were responsible for the smoke and that they were not yet completed.

AFOAT ON WRECKAGE 10 DAYS.

One Porpoise and a Shark Sailed's Only Food and Drink.

PORT ARTHUR, Tex., Oct. 3.—The Belgian steamer Tifis, which came to a wreck this morning, has aboard Alexander Johim, a young Russian sailor who for ten days floated about the ocean on wreckage, drinking the blood of a porpoise and a shark and eating their flesh. For two days he had the dead body of a companion lashed to the wreckage with him.

He was picked up exhausted by the Tifis still clinging to a part of the body of the shark, his last food supply. Johim says he was one of the crew of the three masted schooner Maggie Bay, which he joined in Mobile. She sailed from there on August 15 and on September 10 went to pieces off the Bermuda Islands.

He and a companion clung to the wreckage, but all the others of the crew were lost. For seven days they both lived on the body of a porpoise. Finally Johim's companion died. The survivor lashed the body to the wreckage and for two days drifted with it until the sharks became so thick that he was compelled to cut the corpse adrift and see it devoured. He succeeded in capturing one of the sharks and was living on its flesh when rescued.

C. P. R. STRIKERS BEATEN.

Pickets Withdrawn and Men Returning to Work—Strikebreakers' Jobs Secure.

WINNIPEG, Oct. 3.—Despite all rumors the week has passed without a settlement of the Canadian Pacific strike. There is no settlement in sight so far as the company is concerned. It is determined to protect the men engaged to break the strike, a large percentage of whom have been brought over from England.

The men withdrew all pickets on the eastern lines of the company to-day and union officers here state that after to-day there will be no pickets on the western lines.

Several days ago a statement was made that the engineers would go out in sympathy with the mechanics, but this was a mere bluff. In short, the men are beaten and many of them have already returned to the company's employ.

SIMPLEX FIRST 24-HOUR CAR

FINISHES 20 MILES AHEAD OF RECORD AT BRIGHTON.

Accident to Renault in 24th Hour Race. Race King for Greatest Winner—Lazier, Second, and Thomas, Third. All the Better Than Heston's Best Race.

All former records for twenty-four hour automobile races in this country were broken in the contest of the Motor Racing Association, which finished at 10:00 o'clock last night at the Brighton Beach racetrack, all of the three leading cars surpassing the record of 1,107 miles, made by the Lozier car at the same track three weeks ago.

First honors went to Palmer A. Simplex, a 50 horse-power Simplex, driven by George Robertson and Frank Leacock, with a final score of 1,177 miles, or an average of 49 1-24 miles an hour. This does not compare with the twenty-four hour world's record average of 56 miles an hour, made by S. F. Edge with a Napier on the big baked cement motor racing course at Brooklands, England, but it is far greater than had previously been thought possible of accomplishment on an unbanked, dirt surface, one of the best racing courses. Robertson drove an average of 49 1-24 miles an hour.

Second place went to E. R. Lozier's 50 cylinder, 50 horse-power Lozier, which made 1,126 miles. The car was driven by Ralph Mulford and Harry Cobe, who won the recent race with the same car. Harry Michener drove the car for a while yesterday afternoon after Cobe was slightly injured, but Cobe was at the wheel when the race finished.